

THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, JAN. 5, 1857.

The Cape Fear and Deep River Navigation and the Fayetteville and Western Railroad.

We regret to find in the last North Carolinian a bitter attack upon the Cape Fear and Deep River Improvement. We do not pretend to say that that thing has not been wrong about that work. That it has been the victim of miscalculation, mismanagement—misanything you please, we suppose must be admitted; at any rate, it is not denied. We have done our best to stir up those interested to find out exactly where the wrong is, so that we cannot be accused of acting under desire to have anything smothered up or concealed.

But that is one thing. Hostility to the work is another; and that hostility to the work, per se, does exist, is perfectly evident from the tone of the article in the North Carolinian. There is no mistaking the animus of that article.

Now this is deeply to be regretted. With the private feelings of men or bodies of men towards this or that work we have nothing to do; at any rate, we have nothing now to say. It is their own business. This we will say, however, that the worst way in the world to promote your own interests is to make attacks upon the interests of others. The worst way in the world to secure the passage of any appropriation for the Cape Fear and Deep River, is through attacks upon the Deep River Improvement, as an improvement, and this we suppose has something to do with the "elaborate" criticism of the latter work by the North Carolinian. It may be thought that the navigation stands somewhat in the way of the road, and that if the former were knocked in the head, the latter would be bound to "go through." We think this is a somewhat mistaken idea.

Let us not be misunderstood. We are for closing over nothing in connection with the river. Our course has shown that. We are in favor of a road to the Coal Mines, as we have honestly avowed a dozen times, although the Observer will have it that we are aiming "side-blows," etc., at the latter work, in all which the Observer is very much mistaken. We are really friendly to the work—we really believe also that the Cape Fear and Deep River can be made available, and that it ought not to be abandoned at this late time of the day.

There is no question that the original estimates for the river improvement were ridiculously inadequate. That ought to have been evident from the very beginning, to any engineer familiar with such work. There is as little doubt that great loss has resulted from the cobbling system of underestimating, by which system of mistaken economy, work was only half-done, and experience shows that work so done had better never been touched. We admit this, but amid all the fuses and confusions, the fact remains, and is now manifest, that for an adequate sum to do the work well, the work can be well done, and that so done, the money expended will be well bestowed. A great work cannot be done for nothing. This is a great work. It is worth doing as a great work. It will produce a result commensurate with all proper expenditures necessary to carry it on as it ought to be carried on.

We are sorry that our cotemporary of the Carolinian repeats a sneer about Northern engineers, etc.—a sneer which has come from another quarrel against the Wilmington Stockholders in the River improvement. Those who live in glass houses, are proverbially stopped from throwing stones, and surely the Coal Mine Road and its friends are somewhat in this condition. If we were inclined to retort about Northern speculators, we need only mention the names of Colly & Smith, and others. But we desire to awaken neither hard thoughts nor unpleasant feelings. These come unthought—too many of them. Let us rather put aside bickerings, and look the thing in the face. There are many inaccuracies in the article of the Carolinian, but to these we need not now allude.

If it were possible to abolish New Year's Day and the fuss preceding and succeeding it, we should be among the warmest advocates of the innovation. Bryant may talk about Autumn, and say that then "the melancholy days are come, the saddest of the year," but Bryant knows nothing about it and never did and never will so long as he persists in such a notorious nonsense. This week just about closing is the confounded week in all the fifty-two weeks and a day which the year contains, and a few such weeks would make us cross—a thing not so easy to do.

We don't pretend to make a readable paper during such times, and if we did, we would simply be guilty of obtaining readers under false pretences. Every body appears to us to be as busy as Satan in a gale of wind, and as cross as a bear with a sore head, at which we do not wonder. Every body goes for himself and we suppose the Lord for us all, although it is more like as though somebody else had most to do with the human temper just now. Did you or any of you ever see, hear, feel, understand, or think about such a miserable, crawling, creeping, ugly, raw, chilly, mean weather? It is no doubt seasonable and right, but isn't it awful? Well, get over the blues shortly and spread yourselves like a young bay horse, but not this week.—Daily Journal, 3d inst.

Wonders will never cease, neither ought anything to be deemed impossible. A New York jury has convicted Huntington, the great forger, and a New York Judge has sentenced him to the full term allowed by law.

There are those who rather wonder at this, after the long list of Wall street robbers that have gone unwhipped of justice. Huntington had good counsel, who thought him crazy, and he had done things on a magnificent scale—was, in fact, a fashionable rascal, and still was convicted. Tell it not in Gath. Huntington, we think, must have lived too fast. He ought to have secured something solid. A few thousands properly distributed don't drive anybody—but they influence public opinion. Huntington must have been rather short of funds. We do not know how else to solve the difficulty.

Our young friend, B. W. Sanders, Esq., has become associate Editor of the Commercial of this place, and makes his bow to the public this morning in a very well-written "salutatory." We have had the pleasure of knowing Mr. Sanders for some time, and during the recent canvass published some communications from him, which gave evidence of decided ability. We take pleasure in extending to him a hearty welcome, both as a friend and a co-laborer in the Democratic cause. We have no doubt but that he will do good service, and form a valuable accession to the Democratic corps editorial.

According to usage, the inauguration of Gov. Bragg took place yesterday at Raleigh, in presence of both houses. We do not know that any law requires the public ceremony, but custom has sanctioned it, and it is proper to surround the assumption or re-assumption of executive duties by all decent and proper solemnities.

We question if there was a very full attendance of the members of the Legislature on the 1st. Some had gone one way and some another, and few expected any business to be done this week. We presume that all hands will get under way to do business by about Monday next.—Daily Journal, 2d inst.

Net amount in J. S. Treasury on the 22d ult. \$22,012,212 58.

The Report of the Inspector of Flour at Fayetteville, shows the number of barrels inspected there during the year just closed to have been 13,167, a decrease from the inspections of the preceding year of 5,549.

The accounts by the Steamer Fulton say that Spain and Prussia are likely to go to war. Why should Spain and Prussia go to war? They have no common aspirations and therefore no rivalries. Their territories don't touch each other at any point, and they have, neither of them, either navies or shipping worth naming. How can they fight unless they go into a war of proclamations?

Four days later from Europe. New York, Dec. 31.—The steamship Fulton, from Havre and Southampton 17th instant, has arrived. The steamship Hermann had put back to Southampton on a damaged bottom.

The steamship Niagara, from Boston and Halifax, arrived at Liverpool on the 14th, and the City of Washington, from Philadelphia, on the 16th. There is no confirmation of the report of the arrival of the captain and fifteen of the passengers by the Lyonnais at Bordeaux.

Hostilities are threatened between Spain and Prussia.

Persia formally accepts the English declaration of war.

The British have taken the islands of Ormus and Katuck, in the Persian Gulf.

The Russians have retaken Soujouk Kalesh, after a desperate resistance on the part of the Cossacks. The steamship Washington touched at Southampton on the 14th inst., en route for Bremen. The Hermann put back to Southampton on the 14th inst., with a broken shaft. Her mails and passengers were transferred to the Fulton.

The Arctic exploring ship Resolute was at Cowes. She had been visited by Queen Victoria, accompanied by the royal family, the American officers in port, and a large number of distinguished personages. All the American officers who went out in the Resolute have been invited to the Queen's palace in the Isle of Wight.

The marriage of Prince Frederick of Prussia with the Princess Royal of England was fixed for the 21st of January next.

The Duke of Assue, Spanish envoy extraordinary to Russia, arrived at St. Petersburg on the 9th inst. Navigation of the Baltic was reopened on the 14th December.

The English funds remained unaffected by the heaviness on the Paris Bourse, and closed on the 16th at a recovery of eight. Foreign securities were steady. French Three's closed on the 16th at 66 1/2 for money—a decline of two per cent. during the month.

Just before the Fulton left Havre a telegraphic dispatch was received from Bordeaux that the rumored arrival there of the captain and fifteen passengers of the Lyonnais was untrue.

General mail steamers from Liverpool for Southampton had put back, damaged during the recent violent gales, which had been very destructive.

The London Times pronounces President Pierce's message "as, on the whole, conciliatory both in matter and manner."

The re-assembling of the Congress of Paris is fixed for the 25th of December. It was believed that the official message concerning the Isle of Serpents and Bolograd would be arranged beforehand.

The quarrel between Spain and Prussia had gone so far that it was feared the next step would be open hostilities.

Milano, who attempted to assassinate the King of Naples, had been hung.

Later from Europe.

New York, Jan. 1.—The steamship Niagara, with Liverpool dates to the 20th December, arrived last night.

The steamship Persia arrived on Saturday, the 20th December. Her arrivals caused a further advance in Cotton of one sixteenth to one-eighth pence.

France proposes a compromise to Russia in the Bolograd affair, and Russia accepts the compromise.

England is sending reinforcements to the expedition against Persia. Eight regiments have been ordered. Prussia is preparing for operations against Switzerland. Trouble is also brewing in Hungary.

Wilmington and Weldon Railroad.

WILMINGTON, N. C., JAN. 1, 1857.

To the Editors of the Journal:

Gentlemen.—In your paper of the 30th ult. you make mention of a "collision" on this road, but do not attempt to place the blame upon any particular agent.

I feel it due to myself to state the circumstances, and let the public judge where the blame belongs.

The night train South (by time table No. 4) is due here at 5 40 A. M. but it did not reach here within the time of 6 A. M. it is to lay by at the nearest turnout that it can reach, and be off the main track ten minutes before the up day train (No. 1) is due at such turnout.

Had this order been obeyed there could have been no collision. The train, in this case, would have been in northeast turnout twenty-five to thirty minutes before No. 1 could have reached the station.

Why was it not done? It seems the conductor, who has a very good watch, and is habitually a very careful man, had his watch ten minutes too slow.

He regulated it by the standard clock at Wilmington on going out (he says), and in thirty-six hours it had fallen ten minutes behind the correct time.

His train had reached the turnout, and was backing in when the train No. 1 came into it. This train, as was running slow from the last preceding mile post, as there is a switch to cross at this turnout, it was very dark, and there was no light on the engine of the down night train, though the order to carry one there is imperative, and no one ever expects to find the night train on the main track, as a large margin is allowed for it to keep out of the way, and still get here in schedule time.

That the up train was moving slow, is shown by the small amount of damage done to the engines and cars. The passenger cars are but slightly injured.

The platforms of the baggage cars are broken, with other small damages—it was here that the free negro boy lay with his leg broken from the effect of which he died the same day. The damage to machinery is not probably over \$800 to \$1,000, and I think something less.

I had hoped that no accident of this kind could happen to the trains on this road, as I believe every precaution has been taken on the side of safety that human foresight can devise. For two years we have had nothing of the kind happen to any of our trains, and most sincerely trust this may be the last one in many years to come.

S. L. FREMONT.

Eng. & Supt.

P. S.—This statement is made in reference to the running as compared with the time tables and instructions therein, and has no reference to the action of the Board of Directors last night, as I have not yet seen the view they take of it, but it is made in justice to myself.

S. L. F.

The Supreme Court.

The session of the Supreme Court commenced in this city yesterday, Judges Nash, (Chief Justice) Pearson and Battle on the bench. There were 26 applications to practice in the county Courts of this State, as Attorneys and Counsellors at Law, all of whom, after a proper examination of their qualifications by the aforesaid Judges, were admitted to the bar. They are as follows:

Wm. Thompson, of Chowan county; Richard A. McLaughlin, of Hiedel; Col. W. M. Hardy, of Buncombe; E. W. Gilliam, of Oxford; R. H. Broadfield, of Rowan; Wm. J. Kerr, of Mecklenburg; J. C. Hitech, of Davidson; Allen Gordon, of Montgomery; Wm. K. Watson, of Bertie; J. E. Short, of Washington; Richard H. Battle, Jr., of Chapel Hill; Joshua Warren White, of Perquimans; Julian Turner, of Hillsborough; John A. Staley, of New Hanover; Clement Dowd, of Carthage; J. B. Slaughter, of Hertford; F. C. Roberts, of Newbern; J. S. Moore, of Goldsboro; M. S. Robins, of Randolph; D. M. Furchee, of Davis; J. A. Faison, of Sampson; J. N. Stallings, of Duplin; S. Blue, of Richmond; and for the Superior Courts: Thos. C. Fuller, of Fayetteville; Jesse J. Yeates of Murfreesboro; J. M. Taylor, of Nashville; J. H. Block of Person; John Williams, of E. City; A. Mover, of Moore; N. H. Pennell, of N. Hanover; M. R. Cowles, of Yadkin; O. R. Rand, of N. Carolina; J. I. Scales, of Rockingham; B. R. Moore, of Person; E. Martin, of Salisbury.

From our Raleigh Correspondent.

NORTH CAROLINA LEGISLATURE.

RALEIGH, Dec. 31st, 1856.

No quorum in the Senate to-day.

HOUSE OF COMMONS.—The following bills were introduced, read, and appropriately referred:

Mr. Stewart, a bill concerning the school fund of Harnett county. Mr. Houck, a bill to prevent obstruction of the navigation of the Cape Fear River, in Branch Creek, Rowan county. Mr. Houck, a bill to amend 85th section 34th chapter of the Revised Code, concerning trading with negroes. Mr. Benbury, a bill concerning State bonds. Mr. Houck, a substitute for a bill introduced by him, concerning placing obstructions on Railroads. This bill enacts that any person convicted of placing obstructions on Railroads, shall receive thirty-nine lashes; but if loss of life or limb occur, he shall suffer death.

The following bills were read the second time, and the rules being suspended, passed their third reading: A bill to lay off a road to the town of Marshall, in Madison county. A bill to authorize Plank Road and Turnpike Companies to use stone and gravel in the repairs of their roads.

Mr. Slaughter moved a message be sent to the Senate, proposing to enter into an election for Attorney General, to supply the vacancy caused by Mr. Bachelors' resignation. Objection being made, the House voted—aye 35, nays 19.

The Speaker stated that there was no quorum present. He moved a call of the House, which was adopted. Aye 31, nays 20. Pending the call, Mr. Baxter moved a suspension, when the Speaker decided the House could transact no business, and declared the House adjourned until to-morrow morning at 10 o'clock.

RALEIGH, JAN. 1st, 1857.

SENATE.—The Senate assembled at 11 o'clock. Mr. Boyd introduced a resolution to change the date of meeting of the Legislature, in order to terminate the session on or about Christmas. Laid on the table.

A message was received from the House proposing to enter on the election of Attorney General to fill the unexpired term of J. B. Bachelors; which being concurred in, Mr. Hill nominated W. H. Bailey of Orange.

Mr. Wilder introduced a bill to incorporate the Raleigh Savings Institution.

A message was received from the House with a bill to amend the charter of the Fayetteville and Western Plank Road Company, with an amendment. Which was concurred in.

A number of engrossed bills from the House were read the first time, which will be noticed as they pass their second reading.

At 12 o'clock the Senate left their chamber to be present in the Commons Hall at the inauguration of His Excellency, the Governor. On their return the Senate adjourned to 11 o'clock to-morrow.

HOUSE OF COMMONS.—The following bills were introduced, read the first time, and referred to appropriate Committees:

Mr. Love, a bill to enlarge the powers of the Trustees of Greenhill Female Academy. Mr. Rumley, a bill to amend the 36th sec. 85th chap. of the Revised Code, concerning Pilots. Mr. Scales, a bill to amend 36th sec. 7th chap. of the Revised Code, concerning Asylums. Mr. Rushing, a bill to discharge unjust and malicious prosecutions. Mr. Elliott, a bill to charter Mount Olivet Academy, Randolph county.

Mr. Eller, a bill to aid in the construction of a public road in Wilkes County. It appropriates \$500 for that purpose.

Mr. Slaughter renewed his motion of yesterday, concerning the election of Attorney General, which being adopted, a message was accordingly sent to the Senate.

The following bills were read the second time, and the rules being suspended, they were read the third time and passed: A bill to prevent obstructions to the passage of fish in Netley River. After a few remarks from Mr. Stiles the bill passed. On motion of Mr. Houck, the bill appointing a special Magistrate for Rowan County, resident in Salisbury, was passed.

A bill to charter the stores of Naval Stores to buy or sell stores on Commission. A bill to prevent obstructions to the passage of fish in Grant's Creek, Rowan County.

A message was received from the Senate concurring in the proposition to elect an Attorney General for the remainder of Mr. Bachelors term, and nominating W. H. Bailey of Orange, for that office. Mr. Wagon nominated Mr. Jenkins, but afterwards withdrew it at Mr. Jenkins' request, Henry W. Miller of Wake was then put in nomination. The House proceeded to vote.

[The tellers to superintend the election made no report, but we understand the result was—Mr. Bailey 91, Mr. Miller 23, Mr. B. Moore 3.]

After the election, on motion of Mr. Love, the bill to charter Greenhill Academy was read the second and third time, and passed.

On motion of Mr. Elliott the bill to charter Mt. Olivet Academy also passed.

On motion of Mr. Humphrey a message was sent to the Senate announcing that the House was ready to proceed with the inauguration of the Governor.

Mr. Houck, the Speaker, proceeded to read within the Speaker and Chief Clerk, entered the House and took their seats on the right of the Speaker's chair; the Speaker of the Senate being presiding officer of the General Assembly. His Excellency, accompanied by Chief Justice Nash and the joint Committee of both Houses, entered shortly after, and the oaths of office being administered, His Excellency addressed the assembly, and made a very eloquent speech, which they all received with much satisfaction. The Governor and Chief Justice, followed by the Speaker and Senators, then retired.

The House then adjourned.

RALEIGH, JAN. 2, 1857.

SENATE.—Mr. W. K. Lane, Senator from Wayne, successor to Mr. Brogden, was qualified and took his seat.

Mr. Wilber, from the Committee on Banks, reported a bill to amend the Danville and Greensboro Railroad, and also a bill in reference to the bank of Greensboro, with amendments.

Mr. Parks introduced a series of resolutions authorizing a survey of the Northwestern Railroad, the Governor to employ the requisite engineers.

Mr. Forsythe, a bill to incorporate the Male and Female Academy in Raleigh.

Mr. Gorrell, a bill to incorporate the Greensboro Hotel Company.

Mr. Clarke, a bill to repeal the act locating the Judges of the Superior Courts.

The bill relative to the currency of the State was made the order of the day for Tuesday next.

The bill to incorporate the Danville and Greensboro Railroad Company was read the second time and made the order of the day for Wednesday next.

The bill concerning the improvement of certain rivers in Sampson county was made the order of the day for Monday next.

A bill to amend the charter of Jonathan's Creek Turnpike Company passed its second reading.

The bill to amend the charter of the Wilmington and Chatham and Alamance was indefinitely postponed.

The bill to authorize the examination of mines in certain cases passed, its second reading.

The bill to make railroad companies responsible for the killing of cattle, stock, &c., by locomotives, was read the second time. Mr. Wiggins advocated the bill. The Wilmington road paid nothing; the Gaston only one-half. Mr. Wilder explained, when the accident is unavoidable the road pays half, when it is the result of carelessness the road pays full value and charges the engineer. Mr. Eaton opposed the bill, which was laid on the table.

Mr. Coleman introduced a bill to establish the competency of Universalists, and others, to take the usual oaths.

The Senate then adjourned.

HOUSE OF COMMONS.—Mr. Waugh from the committee to superintend the election of Attorney General reported Mr. Bailey duly elected.

Mr. Stubbs offered a resolution that the House shall sit each day in session from 10 to 3 o'clock.

Mr. Jenkins moved to get rid of evening sessions. The House voted to adjourn at 7 o'clock.

Under the rules the resolution lies over one day.

Mr. Green offered a resolution authorizing the State Geologist, under the direction of the Governor, to transmit a collection of the minerals of this State to the Patent Office.

The following bills were introduced, read the first time and appropriately referred:

Mr. Baxter, a bill to increase the Revenue of the State. This bill imposes a tax of one per cent on Bank dividends and profits, provided the tax does not reduce the profits less than 6 per cent. Mr. Gilliam, a bill to repeal the 8th sec. 51st chap. of the Revised Code, concerning the sale of land and its tributaries.

Mr. Fickett, a bill to amend the charter of the

Female College, Anson County. Mr. Elliott, a bill to extend the time of entering titles to vacant lands.

Mr. Elliott, a bill to alter the time of meeting of the General Assembly; it proposes to meet on the 4th Monday in December. Mr. Gentry, a bill to provide for the construction and repairs of public roads.

Mr. Elliott, a bill to amend the 4th sec. 21st chap. of the Revised Code. This bill makes such alteration in the wording of the section as authorizes the shipping master for the port of Wilmington to issue warrants for the arrest of deserters from vessels in said port, as was originally intended to be enacted.

Mr. Waddell, a bill to incorporate the town of Albemarle, Stanly county. Mr. Pickett, a bill to prohibit the poisoning of fish.

The resolution in favor of B. H. Stamires was taken up. The resolution gives him \$7,175 as compensation for certain lands granted for revolutionary services. A lengthy debate ensued. On motion of Mr. Caldwell, the above sum was stricken out, and amount \$4,000 with interest, moved to be inserted, which was rejected. A motion to recommit to committee being rejected, Mr. Hackney moved to insert \$6,500 with interest, rejected. Finally the resolution passed the second reading, allowing \$2,160 with sixty acres of land at present in his possession.

The House then adjourned.

SENATE.—Mr. Hill introduced a bill to incorporate the town of Yanceyville.

Mr. Bryant, a bill to alter the County line between Surry and Ashe County.

The following bills passed their third reading: A bill to incorporate Jonathan's Creek Turnpike Company. A bill concerning the examination of mines.

A bill to lay off a new County by the name of Alleghany was made the order of the day for Thursday next.

The bill to prevent the felling of timber in Enae and other rivers, passed its second reading.

The bill requiring those using rail-road Companies, to give notice to the President, was lost on its second reading, being a bill for the benefit of creditors of deceased insolvents.

The bill to incorporate the North Carolina Gas and Transportation Company, passed its second and third readings.

A bill to incorporate the Town of Rockingham, Richmond County, passed its second and third readings.

The bill to amend the act incorporating the Bank of Wilmington, with three amendments, passed its second reading.

A bill to extend the charter of New Garden Boarding School, was read the second and third time and passed.

A bill to incorporate the Warrenton Female College, read the second time, and at a later period passed its third reading with an amendment by Mr. Eaton.

A bill to emancipate a slave of Daniel Shaver was lost—aye 8, nays 25.

A number of bills were informally passed over. The Senate then adjourned.

HOUSE OF COMMONS.—Mr. Withers offered a resolution, requesting the Judiciary Committee to inquire into the expediency of amending the 107th chap. of the Revised Code concerning slaves, and reporting thereon if necessary.

Mr. Stubbs' resolution relative to daily sessions was read. Mr. Jenkins moved to amend by inserting from 9 to 2 o'clock. Mr. Ferribe offered a substitute, giving recess from 1 to 2 o'clock, which was adopted, but the resolution as amended was rejected.

The following bills were introduced, read and appropriately referred:

Mr. Stubbs, a bill changing the time of meeting of the Supreme Court. Mr. Stubbs having explained the object of the bill, moved the rules be suspended, which was objected to by Mr. Baxter, and the bill was laid on the table. Mr. Humphrey, a bill authorizing the Governor and Treasurer to act as Commissioners, to let out the public buildings in Burke square, Raleigh. Mr. Settle, a bill to amend 17th sec. 110th chap. of the Revised Code. Mr. Bynum, a bill concerning dowers. Mr. Speer, a bill to incorporate the Medical Society of North Carolina. Mr. Hadlam, a bill to incorporate the Albemarle Rifles, town of Edenton. Mr. Kelly, a bill to alter the time for the taking of the Census.

The rules being suspended, the following bills passed the second and third readings:

The bill to extend the time for entering titles to vacant lands. It extends the time to 1859. Also a number of resolutions in favor of individuals for repayment of taxes.

A bill to repeal the act appointing a State Geologist, was read the second time and passed: yeas 52, nays 27.

The bill to increase the salary of Secretary of State, was rejected; yeas 32, nays 70.

The bill to provide for the better security of costs in cases of ejectment, passed its second reading.

On motion of Mr. Caldwell, a message was sent to the Senate, appointing 3 o'clock Saturday next for the election of Magistrates.

On motion of Mr. Settle, the bill from the Senate providing for the registration of Coupon Bonds, was passed through its second and third readings.

Mr. Gilliam's bill permitting Judges and Lawyers to solemnize marriages was indefinitely postponed.

A number of bills were read and left on the table for further action.

The House then adjourned.

The Reception of the Officers of the Resolute.

The Arctic discovery ship Resolute, recovered by an American whaling ship and presented to the British nation by the United States Congress, arrived at Spithhead (as heretofore stated) on the 12th ult. under the command of Capt. Hartstein, of the U. S. Navy.

On the morning of the 13th, Capt. Hartstein landed at Portsmouth, and paid official visits to Chevalier Pappalardo, the United States vice consul, and to the military and civil authorities. An invitation to a public banquet, by the Corporation and inhabitants of Portsmouth, has been accepted by the captain and officers, but the day is not yet fixed; and every mark of respect has been paid to the American officers.

The Resolute was towed up the Coves, the Queen Elizabeth flying at the peak of the Resolute, and the royal standard was hoisted at the main as soon as her majesty stepped on board. Capt. Hartstein received the royal party, the officers grouped on either side in full uniform.

The following gentlemen assisted in the reception of her majesty: Mr. J. R. Croxey, U. S. consul; Chevalier Vincent Pappalardo, vice-consul; Mr. Harling, vice-consul for the United States at Cowes; Captain Higgins, of the United States mail steamship Hermann, and Mr. Cornelius Grinnell, son of the projector of the American Arctic Expedition.

Her majesty having received a cordial welcome, inspected the vessel, and retired amidst enthusiastic cheering. An elegant dejeuner was afterward served in the wardroom, when Captain Hartstein proposed the toast, "The Queen and Royal Family," and next "The President of the United States," which toasts were drunk with much satisfaction. "The British and American Navies and Armies" were toasted, and Capt. Hartstein's health was drunk with loud cheers. "The American Consul, Mr. Croxey, and his excellent Vice-Consul" was responded to by Mr. Croxey in a felicitous speech, and be concluded by